

Container Checklist

- **Why?**
- **Who?**
- **How?**

Parties responsible for the physical movement and loading of a container

- Container depot
- Driver
- Loading point
- Port terminal
- Shipping line

- PPECB responsible for monitoring protocols

Two main issues:

- 1. The unacceptable rejection rate of containers at loading points**
- 2. Inability to allocate accountability in the event of deviation**

Containers Rejected at Loading Points

(Snapshot 1 day – 17/2/11)

<i>Loading Point</i>	<i>Cont's Inspected</i>	<i>Cont's Rejected</i>	<i>%</i>	<i>Reason</i>			
				<i>Oxidation</i>	<i>Taint</i>	<i>Dirty</i>	<i>Damage</i>
A	123	14	11%		2	4	8
B	73	12	16%	7	4		1
C	35	9	26%	3	3		3
D	26	6	26%		4		2
E	26	1	4%		1		
F	18	1	6%				
TOTAL	301	43	14%	10	14	4	14

Accountability

- Temperature settings
- Vent settings
- Seals and stickers
- Cables
- Container damage
- Container cleanliness
- Container free of taints and oxidation
- Declared mass
- Cargo
- Doors closed
- Seals

Fruit Container Checklist

Ref. No

Container Number	
Vessel	
Voyage No.	
Port of Destination	
Container Depot	
Loading Point	
Truck No.	

Seal No.		Date	
Fruit Kind		Vents	
Temperature		°C	
		Code	

Container Depot	Driver	Loading Point	PPECB	Driver	Time Depot Gate out	
					Time Scheduled	
					Time Loaded	In:
					Time Loaded	In:
					Remarks	

1. Vehicle	1.1 Condition	Road worthy, fitted for FEU
2. External	2.1 Condition	No structural damage, PPECB yellow tag, PPECB valid sticker
	2.2 Cables, couplings	Intact
3. Internal	3.1 Inside	Clean, odour free, no damage
4. Settings	4.1 Temperature	Set as per CTO
	4.2 Vents	Open = O ; Closed = C
5. Special	5.1 Seals/Probes	In place and fitted <i>(Blue tag and probes if destined for steri market)</i>
6. Cargo	6.1 Fruit	Approved and on temperature
	6.2 Pallets	Pallets base and cartons free of damage, cartons well palletised
	6.3 Temp Recorder	Placed (If instructed to)
7. Loading	7.1 Cargo/container	Not damaged in process
	7.2 Red load line	All cargo below line
	7.3 Cargo Weight	As declared
	7.4 Doors	Properly closed <i>(Check top latch lock secured)</i>
	7.5 Seals	Seals in place <i>(Complete seal number in block above)</i>
	7.6 Genset (if req)	Switched on/working
	7.7 Settings	Correct as per CTO when plugged-in
8. Docs	8.1 Load Report	Completed and signed

Special Instructions:

General Comments:	
In case of Dual Loads a copy of this completed Container Checklist to	

Procedure for Completion of the Checklist

- Container depot to generate checklist
- Checklist to be completed by:
 - Container depot (gate)
 - Driver when picking up container (gate)
 - Loading point
 - PPECB
 - Driver when leaving loading point
- Storage of complete checklist at loading point
- Action in event of deviation

Guidelines for Handling Deviations

For each indication on the checklist that a deviation has been reported, action must be taken!!!

Trials

- Initial trials done by Fruitways have been positively accepted by the role-players
- The trials have focussed on loading at pome fruit cold stores
- Refinement of action steps for deviations is required
- Further trials are necessary
- Cooperation from role-players required

Comments received

- ‘The relevant parties must accept accountability and a checklist is unnecessary’
- ‘Drivers are uneducated and are not in a position to complete their section’
- ‘Drivers lose CTO’s – will lose checklist as well’
- ‘If rejected at depot gate, truck back in queue’
- ‘Port terminal must be included in checklist’

What Now?

- Further trials
- Acceptance and cooperation from various parties
- Education of parties involved
- Proper guidelines for action if deviations are reported
- Make the process work in the interest of all stake-holders

Thank You!